A. Lima



AVENUE OF PALMS
JARDIM BOTANICO, RIO.

TRADE REPORT

CENTENARY
SUPPLEMENT

BRAZIL

1822 – 1922

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1012

BRAZIL, 1822—1922.

ON the 7th September, 1922, one hundred years will have been completed since Brazil broke away from the rule of Portugal. Celebrations will be held throughout the Country to commemorate the momentous decision taken by the Emperor Dom Pedro I. when, at Ypiranga, on the 7th September, 1822, fully realising the gravity of the position which he and his compatriots occupied in defying the powerful, though gradually diminishing authority of Portugal, he uttered those dramatic words, "Independencia ou Morte."

HISTORY.

Discovery of Brazil :: For all practical purposes the discovery of Brazil must be placed to the credit of Pedro Alvarez Cabral, one of Portugal's great pioneer navigators, when he landed at Porto Seguro on the 3rd May, 1500, and took possession of the territory in the name of the King of Portugal.

Portuguese Influence :: From that date up to 7th September, 1822, Brazil remained under Portuguese rule, notwithstanding that many attempts were made by representatives of other Nations to wrest this vast colony from the original founders. As a natural consequence Portuguese influence has been the predominant force in forming the Brazilian Nation as it is constituted to-day and, probably, it has had a more definite effect on the Brazilians than the influence of Spain has had on the Spanish-speaking races forming the other Republics of South America.

Foundation of Bahia :: In 1549 Thomé de Souza, the first Governor-General, founded the City of São Salvador on the margin of the great bay of Todos os Santos (All Saints Bay) which had been discovered by Amerigo Vespucio, in 1503, on All Saints' Day. This City, now generally known as Bahia, held the premier position as Capital of the country until 1763.

The City of Rio de Janeiro :: On the 1st of January, 1531, Martins Affonso de Souza entered that magnificent land-locked harbour, now known as Rio Bay, and being under the impression that he had encountered the estuary of some great river, he gave it the name of Rio de Janeiro (January River). By this time the fame of Brazil had spread throughout Europe, and

31,817.

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in 1555 a French fleet, under the direction of Admiral Villegaignon, entered Rio Bay and took possession of the surrounding territory, fortified a small island in the bay and established a strong Huguenot colony thereon.

This colony prospered and grew until the Portuguese in and around Bahia mustered a strong force and, in 1565, attacked the settlement and drove the French from their stronghold. Finally, in 1567, the French had been entirely expelled and the City of São Sebastião was founded near the spot where they first landed. São Sebastião is known to-day, throughout the civilised world, as the beautiful City of Rio de Janeiro, the capital of Brazil since 1763.

The Empire

The first Emperor of Brazil, Dom Pedro I., was the son of Dom João VI., King of Portugal. He was born in Lisbon in 1798 and became Regent of Brazil in 1821, and in the same year Brazil was elevated to a Kingdom. Dom Pedro I. was proclaimed Constitutional Emperor of Brazil on the 12th October, 1822, the ceremony of inauguration taking place on 1st December following. He eventually abdicated the Crown in favour of his son, Dom Pedro de Alcantara (Pedro II.) in 1831.

Dom Pedro II. reigned from 1831 to 1889, when he was dethroned, and the Republic was proclaimed. He died in Paris, two years later, on 5th December, 1891.

The Republic

The first President of the Republic was Deodoro da Fonseca, elected in 1889, and who retained office till 1891. Since then the following have held office :—

Floriano Peixoto...	1891–1894.	Nilo Peçanha ...	1909–1910.
Prudente de Moraes	1894–1898.	Hermes da Fonseca	1910–1914.
Campos Salles ...	1898–1902.	Wenceslau Braz ...	1914–1918.
Rodrigues Alves ...	1902–1906.	Rodrigues Alves ...	1918–1919.
Affonso Penna ...	1906–1909.	Epitacio Pessôa ...	1919–1922.

Important Dates ::

In 1580 Brazil, with Portugal, came under the rule of Spain, and so continued until 1640. In 1654 the Dutch, last of the foreign invaders, were finally expelled from the country.

Brazil annexed Uruguay, the "Banda Oriental" of the Uruguay River, in 1821, but that country recovered its independence in 1829. From 1865–1870 Brazil was at war with Paraguay, then under the dictator Solano Lopez.

On 13th May, 1888, Slavery was finally abolished.

The territory of Acre, a triangular region with a superficial area of some 152,000 square kilometres, situated between Amazonas, Peru and Bolivia and having a population of about 86,000, was ceded by Bolivia to Brazil by the treaty of Petropolis of 17th November, 1903, in exchange for certain territorial concessions.

GEOGRAPHY.

Position :: Brazil covers the greater part of Eastern and Central South America and lies between the latitudes of 5° 9′ North and 33° 45′ South, and between longitudes 74° 25′ and 35° 15′ West of Greenwich.

Boundaries The Boundaries of Brazil are :—

On the North: The three Guianas; Venezuela and Colombia.
„ „ East: The Atlantic Ocean.
„ „ South: Uruguay; Argentina and Paraguay.
„ „ West: Bolivia and Peru.

Area :: The greatest extent from North to South is 4,310 kilometres, say 2,694 miles, and from East to West 4,300 kilometres, say 2,687 miles. The total area is given as 8,485,776 square kilometres, or 3,276,383 square miles, and the extent of the coast line is over 5,000 kilometres (3,125 miles).

Rivers :: Among the many natural advantages enjoyed by Brazil, probably the most favourable is the extensive system of irrigation and water-ways formed by the magnificent rivers which extend to every part of the country.

In addition to the Amazon which, with its confluents, affords more than 26,000 miles of navigable stream, there are the

Paraná	...	...	4,390	Kilometres,	about	2,740 miles.
Madeira	...	...	3,240	„	„	2,025 „
São Francisco	...		2,900	„	„	1,810 „
Tocantins...	...		2,640	„	„	1,650 „
Paraguay ...	...		2,220	„	„	1,400 „
Parnahyba	...		1,450	„	„	910 „
Uruguay ...	...		1,300	„	„	810 „

Water power is being developed systematically all over the country, and there is no doubt that therein lies a source of wealth which will increase rapidly with the opening up of Brazil as a whole.

Harbours and Ports

The chief ports and harbours are, reading from North to South: Manáos (Amazon River), Pará, Maranhão, Ceará, Natal, Cabedello, Pernambuco, Maceió, Aracajú, Bahia, Victoria, Rio de Janeiro, Santos, Paranaguá, Rio Grande do Sul.

DEMOGRAPHY.

National Type ::

The Brazilian is essentially an offshoot of the original Portuguese stock, and has retained, to a remarkable degree, most of the characteristics of the latter. Such variations as occur can be traced to the intermingling which has taken place with the aboriginal Indian and also with the African Negro imported as slaves in the past.

Language

The language spoken throughout the country is Portuguese, and the laws, with the exception of those influenced by and dealing with purely local conditions, are practically identical with those extant in Portugal.

Population

In the year 1872, the earliest date for Census details to which access has been possible, the population of Brazil was given as 10,112,061, and statistics published in 1875 show that of the total population, 1,476,567 were slaves and about 1,000,000 were Indians.

The population, according to the Census taken in 1920, is returned at 30,635,605.

Immigration

The principal nations providing a steady flow of immigrants to Brazil are Italy, Portugal and Spain. Figures available since 1820 give the following results:—

Years.	No. of Immigrants.
1820–29	9,105
1830–39	2,569
1840–49	4,992
1850–59	108,045
1860–69	108,187
1870–79	193,931
1880–89	453,787
1890–99	1,211,076
1900–09	649,895
1910–20	906,787
Total	3,648,374

Political Divisions The following table gives details of the Brazilian States, together with area and population. The latter figure is based on the Census taken in 1920:—

State.	Capital.	Surface in square Kilometres.	Population.
Alagôas	Maceió	58,491	978,748
Amazonas	Manáos	1,894,724	363,166
Bahia	São Salvador ...	426,427	3,334,465
Ceará	Fortaleza	104,250	1,319,228
Espirito Santo	Victoria	44,839	457,328
Federal District... ...	Rio de Janeiro ...	1,116	1,157,873
Goyaz	Goyaz	747,311	511,919
Maranhão	S. Luiz	459,884	874,337
Matto Grosso	Cuyabá	1,378,783	246,612
Minas Geraes	Bello Horizonte ...	574,855	5,888,174
Pará	Belém	1,149,712	983,507
Parahyba do Norte ..	Parahyba... ...	74,731	961,106
Paraná	Curityba ...	221,319	685,711
Pernambuco	Recife	128,395	2,154,835
Piauhy	Therezina ...	301,797	609,003
Rio de Janeiro (State)...	Nictheroy ...	68,982	1,559,371
Rio Grande do Norte ...	Natal	57,485	537,135
Rio Grande do Sul ...	Porto Alegre ...	236,553	2,182,713
Santa Catharina ...	Florianopolis ...	74,156	668,743
São Paulo	São Paulo ...	290,876	4,592,188
Sergipe	Aracajú	39,090	477,064
Territory of Acre ...	... ...	152,000	92,379
	Total ...	8,485,776	30,635,605

Mortality Table :: To those who regard Brazil as an unhealthy country, it will come as a possible surprise to learn that, whatever may have been the case in the past, the present day can show a very favourable position in this respect. Figures taken from an official source of recent publication give the following death rates per thousand in the cities and towns specified :—

Cairo	34·6	**SÃO PAULO** ...	20·8
Athens	30·9	**RIO DE JANEIRO**...	20·7
Trieste	28·1	Tokio	18·9
Madrid	28	Boston	18·5
Naples	25·2	New York... ...	18·3
PORTO ALEGRE ...	24·3	**BAHIA**	18·1
Lisbon	23·1	Paris	17·6
Genoa	21·5	Berlin	17·1
Marseilles... ...	21·4	London	15·6
Havana	21·2	**CURITYBA** ...	14·9
Rome	20·8		

IN 1822.

RELIABLE records relating to the Commerce and Trade of Brazil at a period so far back are, naturally, somewhat limited, but the following details are of interest from an historical point of view.

Exchange — The par value of exchange at this time was 67½*d.* to the milreis, at which figure it remained until November, 1833, when it was lowered to 43⅕*d.* The latter figure remained in force till October, 1846, when a further reduction to 27*d.* was made, and this value has been maintained up to the present day.

Average for 1822 :: — The average rate of exchange for the year 1822 was 49*d.*, the highest quotation during the year being 51½*d.* and the lowest 47*d.*

Highest and Lowest since 1822 — The highest average recorded for any one year since 1822 to date was that for 1825, when 51⅞*d.* was attained. The lowest average was that of the year 1898, when 7 3/16*d.* was reached.

Rates on London 1822 :: — The following quotations ruled in London on 18th January, 1822, and make an interesting comparison with the current rates:—

Rio de Janeiro	40*d.* to the milreis.
Lisbon	49¾*d.* „ „ „
Oporto	50*d.* „ „ „
Paris	F. 25.70 to the £1 sterling.
Amsterdam	Fl. 12.7 „ „ „ „
Hamburg	M. 37.3 „ „ „ „

Other quotations of interest on the same date are:—

SPECIE, PER OUNCE.

Bar Gold	£3 17*s.* 10½*d.*
Peças of 6,400 reis	£3 17*s.* 6*d.*
Spanish Doubloons	£3 14*s.* 6*d.*
Spanish Dollars	4*s.* 9½*d.*
Bar Silver	5*s.*

Insurance, either out or home.

Insurance Rates 1822

Brazil		25*s.*
Lisbon		20*s.*
Oporto		25*s.*
Madeira		25*s.*
Azores		25*s.*
River Plate		63*s.*

Prices Current in London of Brazilian Produce.

Prices Current 1822

Cotton.	Bahia	10½*d.* to 11*d.*	per lb.
	Ceará	11*d.* „ 11½*d.*	„ „
	Maranhão	10½*d.* „ 11*d.*	„ „
	Pará	10*d.* „ 10½*d.*	„ „
	Pernambuco	11½*d.* „ 12½*d.*	„ „
Sugar.	Redondo	28*s.* to 38*s.*	per cwt.
	Batido	22*s.* „ 27*s.*	„ „
	Mascavado	18*s.* „ 21*s.*	„ „
Cocoa.	Pará	45*s.* „ 48*s.*	„ „
Coffee.	Rio	97*s.* „ 103*s.*	„ „
Ipecacuanha.	Brazil	7*s.* to 11*s.* 6*d.*	per lb.
Brazil Wood.	... ...	£200	per ton.

BRAZILIAN PRODUCTS.

THE chief products of Brazil are Coffee, Rubber, Cotton, Sugar, Cocoa, Tobacco, Brazil Nuts, Gold, Diamonds and Manganese Ore. Hides and Skins also form a considerable item in the annual exports of the Republic, and Herva Matte, a substitute for Tea, cannot be overlooked in this connection. Rice, also, is beginning to figure among the export returns, and the possibilities of a considerable trade are to be found in the oleaginous nut-bearing palms of the Northern Territories.

In the following articles an attempt has been made to deal, individually, with the principal products of Brazil, and it will be recognised that, in a booklet of this nature, only a very brief resumé can be submitted in each case.

COFFEE.

Origin and History :: Although the cultivation of Coffee has long since become the most important of Brazil's Agricultural efforts, and practically half the annual value of the exports of the country at the present time is accounted for by the coffee trade, the plant itself is not a native of South America.

From such historical records as are available, it would appear that the coffee plant was first introduced into Brazil in about the year 1723, when seeds were brought over from Cayenne to Pará, and, in due course, a few plants were reared.

Early Efforts :: The soil and climate of Brazil have proved most suitable for coffee growing and, from the small beginning in 1723, a huge industry has gradually been built up, until, roughly, two-thirds of the world's total production now emanates from Brazil alone.

The first shipments which can be traced were made to the United States of America in 1809, and in that year the total amount raised in the whole of the Brazilian Empire was returned at about 30,000 bags. In the year 1855, official records go to show that 3,256,089 bags of a value of $25,000,000 (U.S. dollars) were exported from Brazil.

S. Paulo's Position :: Of course, as is well known, the State of São Paulo leads the way in the production of coffee and it is interesting to learn that only as far back as 1850, the total output was given as 103,260 bags, whereas, at the present day, a total crop of anything under 6,000,000 bags for the State is looked upon as a moderate result for the year.

No. of Trees :: In most of the official publications the total number of bearing trees in S. Paulo at the present time is returned at about 750,000,000 and there are said to be about 60,000,000 bearing trees in Minas. In addition to these, there are large areas devoted to coffee growing in Bahia and some of the Northern States, but no figures are available as regards the number of trees in the latter.

From 1844 to 1864 :: The annual average exports of Coffee from Brazil, over a period of 20 years, commencing 1844, was as under:—

Period.	Annual Average.
1844–5 to 1848–9	1,968,488 bags of 60 kilos.
1849–50 „ 1853–4	2,212,546 „ „ „ „
1854–5 „ 1858–9	2,806,136 „ „ „ „
1859–60 „ 1863–4	2,733,424 „ „ „ „

For the season 1863–4 a total of 2,045,823 bags were shipped to foreign ports.

Recent Figures :: Records of more recent date demonstrate in no uncertain manner how the coffee trade has grown to be the most important of all Brazilian industries and it will suffice, for the purposes of this booklet, to give exports for the eleven years 1911 to 1921 inclusive.

Year.	Bags of 60 Kilos.	Year.	Bags of 60 Kilos.
1911 ...	11,257,802	1917 ...	10,665,000
1912 ...	12,080,303	1918 ...	7,433,000
1913 ...	13,267,449	1919 ...	12,963,000
1914 ...	11,269,724	1920 ...	11,525,000
1915 ...	17,061,319	1921 ...	12,369,000
1916 ...	13,038,663		

The year 1915 holds the record for the greatest amount exported in one year, viz., over 17,000,000 bags and since 1902, the lowest exports were those for 1918, when only 7,433,000 bags left the country.

A comparison As a final demonstration of the importance to Brazil of the coffee trade, the following figures are extracted from official Government returns for the years indicated, viz. :—

Total value of all Brazilian Exports.

1913.	1918.	1919.	1920.	1921.
£65,451,000	£61,168,000	£130,085,000	£107,521,000	£58,587,000

Total value of Coffee Exports.

1913.	1918.	1919.	1920.	1921.
£40,779,000	£19,041,000	£72,607,000	£52,822,000	£34,694,000

SUGAR.

An Ancient Industry :: The production of Sugar from the juice of the sugar-cane is probably the oldest of all the staple industries in the country. Introduced a few years after the discovery of Brazil, the sugar-cane was cultivated first in the States of Pernambuco* and São Paulo, and for many years the output of Brazil governed the markets of the world.

Early :: Prosperity In their delightful and absorbing work, "Brazil and the Brazilians," published in 1879, Messrs. James C. Fletcher and D. P. Kidder, the American Missionaries, write in the following strain in connection with the Sugar industry of Brazil :—

> "Until within a few years, early morning was the busy hour of Pernambuco. "The sugar-streets were thronged with a wonderful miscellany of horses, mules, "and sugar-bags ; sugar-merchants delicately holding samples ; cotton-bales ; goats "with their families on a morning promenade ; and quitandeiras eloquently passing "panegyrics on cakes, comfits and oranges. And still the tide of little, well-laden "horses pours into the Trapixe. . . . . No market-scene can anywhere be more "varied, checkered, and interesting than at Pernambuco, in the busy sugar-season.
>
> "Nearly the whole of Brazil is adapted to the cultivation of sugar ; but it "is on the sea-coast, from Campos to the sixth degree of South latitude, that it "is produced in the greatest abundance. The export of sugar from Pernambuco "is annually increasing, and its production is flourishing under the improved "machinery introduced by the brothers de Mornay. In 1821, this province "produced 20,000,000 pounds ; in 1877, the total was 257,600,000 pounds. In "1877, the whole number of pounds exported from Brazil was 440,000,000, of "which the United States purchased to the amount of more than $2,500,000 (U.S.). "Dr. F. dos Rego Barros de Lacerda, with an energy unusual in the tropics, "has introduced on his plantation vacuum-pans and centrifugal machines which, "if followed, will immensely increase the Brazilian sugar product."

* The first "Engenho" (sugar mill) was established at Olinda in 1534.

The Decline Through one cause or another, but principally owing to the introduction of sugar-cane culture into the West Indies and other parts of the world, and to the manufacture of beet-sugar, the industry in Brazil began to lose its premier position, and this decline has been hastened by the fact that methods of culture and production, which according to the foregoing extract were at one period well abreast of the times, are now both antiquated and uneconomical.

A Brighter Outlook :: Here again, as in the case of Cotton culture, Brazil has suffered a long period of decline, but it may be definitely asserted that this period is now passed, and well-organised propaganda on the part of the Government, together with centralised, co-operative effort on the part of Growers, is already showing excellent results. Undoubtedly within a few years, if these combined efforts are well sustained, both the Sugar and Cotton trades will come into their own once more.

Recent :: Exports :: The total exports of Sugar from Brazil for the last nine years were as follows :—

	Tons.		Tons.		Tons.
1913 ...	5,367	1916 ...	53,824	1919 ...	69,429
1914 ...	31,860	1917 ...	131,509	1920 ...	109,141
1915 ...	59,074	1918 ...	115,634	1921 ...	172,094

COTTON.

A Revival The climate in many parts of Brazil is ideal for the growing of cotton, and that the country does not figure more extensively as a world producer is principally due to the fact that the methods of culture and preparation are still carried on in many districts in a primitive manner.

Of recent years it has been realised by the more advanced type of grower, and by the Government itself, that there is a valuable asset for the future of Brazilian Trade wrapped up in the correct and systemised culture of cotton, and important steps have already been taken to develop this industry in all its branches.

International Mission :: An International Cotton Mission paid a visit recently to the Cotton States of São Paulo, Minas Geraes, Bahia, Alagôas, Sergipe, Pernambuco, Parahyba and Rio Grande do Norte, with a view to studying the conditions obtaining in Brazil, and an interesting account, full of valuable detail, is given of their travels by the General Secretary, Mr. Arno S. Pearse, in his book "Brazilian Cotton," published in Manchester a few months ago.

Colonial :: Days ::

As is pointed out by Mr. Pearse, cotton was an important item of export from Bahia, Pernambuco and Maranhão in the early colonial days, and the following figures, from an earlier source, of the annual average over periods of 5 years, from 1844 to 1866, go to substantiate this statement :—

	Period 1844 to 1848.	1849 to 1853.	1854 to 1858.	1859 to 1863.
*Arrobas ...	714,959 ...	956,237 ...	979,365 ...	846,934

During the Season 1863–64 no less than 1,297,228 arrobas of Cotton were exported.

Recent :: Exports ::

The figures published by the Department of Commercial Statistics display the following total exports of Cotton from Brazil for the years indicated :—

Year.	Tons.	Year.	Tons.
1913 ...	37,424	1918 ...	2,594
1914 ...	30,434	1919 ...	12,153
1915 ...	5,227	1920 ...	24,696
1916 ...	1,070	1921 ...	19,607
1917 ...	5,941		

TOBACCO.

The cultivation of the Tobacco plant has been carried on from time immemorial in Brazil, and the export of the leaf has long since become one of the most important items in the Foreign Trade of the Country.

Regions of Production

The principal regions of production are Bahia and Rio Grande do Sul, which States are practically the only exporters. Several other States cultivate the plant, but their production is mostly consumed in the Country.

The quantities of tobacco exported during the years 1844 to 1849 averaged from four to five thousand tons a year. During the year 1863/4 the quantity exported was in the neighbourhood of 14,000 tons, and at the present time 30/40,000 tons per annum appears to be the average figure exported from all sources.

Of recent times, the year 1902 holds the record for the largest quantity shipped, viz., 45,200 tons and 1919 comes a good second with 43,280 tons to its credit.

* For the purposes of conversion to British weights, the arroba may be reckoned as about 33 lbs. avoirdupois.

Exports :: Shipments during the last 10 years are as follows:—

Year.		Tons.		Average value per kilo.
1912	...	24,705	...	·871 reis.
1913	...	29,388	...	·836 ,,
1914	...	26.980	...	·874 ,,
1915	...	27,096	...	·835 ,,
1916	...	21,293	...	1$421
1917	...	25,759	...	·910 reis.
1918	...	29,755	...	1$409
1919	...	43,280	...	1$666
1920	...	31,469	...	1$335
1921	...	32,920	...	1$674

Brazilian tobaccos are certainly growing in popularity and the quality of the cigars now made in some of the factories in Bahia and Rio Grande do Sul are of very superior grade.

RUBBER.

Early History :: It is generally admitted that the native Indian tribes in the Amazon region had made use of the caoutchouc, or gum-elastic, long before Brazil was discovered by the Portuguese, but it was not till many years later that the full commercial value of the latex of the *Hevea brasiliensis* was employed in the manufacture of articles of every-day use such as are known at the present day.

As a definite industry, the manufacture of rubber for commercial purposes in Brazil can be traced back to 1825, and in the seventies and eighties of last century, large quantities of gum-elastic shoes were exported from Pará annually.

In "Brazil To-day and To-morrow," by L. E. Elliott, a most interesting work on Brazil, of quite recent publication, it is stated that the Amazon had shipped 31 tons of rubber in 1827, 156 tons in 1830, and 388 tons in 1840. Thirty years later, viz., 1870, 6,591 tons were shipped, which had again increased to 8,680 tons by 1880.

Plantation Rubber :: It was about this time (*i.e.*, 1876) that Wickham concluded the first part of his experiment in connection with the culture of the *Hevea brasiliensis* in the East, and thus initiated the movement which eventually introduced and made practicable the cultivation of plantation rubber.

It was not until about 1910 that the first signs of competition from the new source began to make themselves evident to the producer on the Amazon and the disastrous results due to overproduction have been so fully dealt with, both by the press of all the countries concerned as well as by the writings of experts, that further comment

is needless. It will suffice to give the sterling value of rubber exports for recent years from Brazil to demonstrate the extent to which the trade has suffered as a consequence of this overproduction.

Value of Exports ::

In the year 1905, the total value of exports of raw rubber from Brazil amounted to £14,902,432 and from that year to 1913 the total exports were as follows :—

1906	£14,037,684	1910	£24,383,690
1907	13,688,123	1911	15,034,893
1908	12,183,569	1912	16,095,624
1909	19,530,398	1913	10,375,000

Coming to the last few years, the total value of exports amount to :—

1918	£3,998,000
1919	6,240,000
1920	3,716,000
1921	1,231,000

A comparison of the exports for 1921 with those of the year 1910—when the possibilities of plantation rubber were realised—will show very clearly the effect of competition by the latter.

OLEAGINOUS NUTS.

Along the banks of the great Amazon river and its tributaries, the forests abound in palms and trees bearing oleaginous nuts, or seeds, most of which are of considerable market value for one purpose or another. The demand for vegetable oils and fats is annually increasing and the following remarks touch upon the chief of a large variety of oil-bearing products found in the Northern States of Brazil.

Species and their Uses

Brazil Nut (*Bertholettia Excelsa*), known locally as " Castanha do Pará," exported chiefly from Manáos, Itacoatiara and Pará. A valuable and well-known edible nut, very rich in oil, which is largely used for industrial purposes.

Babassú (*Attalea funifera*). Exported chiefly from Maranhão and Tutoya. Resembles very closely coconut oil and is an excellent margarine oil.

Ucuhuba (*Myristica bicuhyba*). Contains a fat, very hard and brittle in nature, which provides an excellent material for candle manufacture, on distillation.

Tucumá (*Astrocaryum vulgare*). The pulp oil has a consistency somewhat like vaseline, and is suitable for soap manufacture. It can also be refined for edible purposes.

Inajá (*Maximiliana regia*). The kernel oil of this nut is firm and somewhat resembles lard in consistency. It is very similar to African palm kernel and is suitable for the same purposes.

Murumurú (*Astrocaryum species*). The oil obtained from the kernel is hard, brittle and white, with little taste or smell. Valuable as a cocoa butter substitute.

Other important species of oil-producing nuts and seeds are :—

Caiaue ; Piririma ; Patara ; Paroa-caxy ; Marins ; Mamurana ; Andiroba and Cavete.

BRAZILIAN INDUSTRIES.

RELATIVELY speaking, Brazilian Industries are still in their infancy, when compared with similar undertakings in the Old World, though the last 20 years has seen a marked advance in many important branches.

Brief sketches of the principal industries are given in the following pages, and when it is emphasized that the total population of Brazil is only some thirty million odd, most of which is concentrated in or around the sea-border, it will be realised that no mean progress has been made in certain directions.

NATIONAL FACTORIES.

Numbers and Types

From returns published recently, it would appear that there were 36,338 factories of all descriptions actually in operation at the end of 1920 throughout Brazil. This figure, of course, includes even the smaller factories where, in many cases, only hand-driven machines are employed. The total number of factories worked by steam, or other motive force, at the same period, was 1,790, distributed as follows:—

Type of Factory.	Number.
Tobacco	124
Breweries and Mineral Water ...	596
Matches	23
Salt	4
Boots and Shoes	154
Perfumery	53
Pharmaceutical Specialities	25
Preserves	75
Vinegar	12
Candles	9
Cotton Mills	242
Cotton Goods (made up)	160
Wall Paper	3
Playing Cards	5
Hats	43
Gramophone Discs	3
China and Glass	27
Ironmongery	26
Roasting and Grinding Coffee ...	47
Butter	35
Goldsmiths and Jewellery	2
Furniture	103
Sugar Refining	19

COTTON SPINNING AND WEAVING.

Cotton Mills ::

According to figures issued by the "Centro Industrial de Fiação e Tecelagem," Rio de Janeiro, there were 242 Cotton Mills operating in Brazil in 1921, representing a capital of Rs. 337,700:000$. and employing 108,960 operatives. In 1866 there were only 9 mills in the country, employing 766 operatives.

It will be seen from the foregoing that Cotton Spinning and Weaving has become an important item in Brazilian industry, and there is every indication of further developments in the near future.

With cotton growing on the spot, and an ever increasing population to provide for, there is reason to suppose that the trade will undergo further expansion, and although most of the Brazilian Cotton Spinners suffered heavily during the last year or so, as a result of world depression and the rapid fall in prices, there are already signs of substantial recovery and the mills are resuming their past activity.

RAILWAYS.

The First Railway ::

The first railway which came into operation in Brazil, was that opened by the Emperor Dom Pedro II. in 1854, and ran from the North Shore of Rio Bay to the foot of the Estrella Mountains. This line now forms part of the Leopoldina Railway.

A quaint account is given in the "Jornal do Commercio," of the 6th September, 1853, of a visit of inspection made by a correspondent, a translation of which is reproduced below :—

> "Whilst the political world was agitated this morning, I, and some other "seekers of curiosities, amongst whom were noticed the Ministers of England and of "Austria, risked ourselves in a trial of the first steam-carriage that travelled "over the first railway in Brazil. We crossed the bay in a vessel, also moved "by Fulton's agency, and in two hours we arrived at Mauá. The first part only "of the pier for disembarking being laid, we climbed up by the aid of ropes, and "threaded our way amongst a succession of loose and insecure planks to the shore, "at the risk of taking a mud bath. A few paces distant we saw a single graceful-"looking locomotive, with the certificate of the year of its birth and the name of "its worthy papa engraved on the central wheels. The letters, in yellow metal, "were as follows :—Wm. Fairbairn & Son, 1853. Manchester."

Going on to describe the journey to the end of the section then open, about a mile-and-three-quarters, the journey being done in four minutes, the writer adds :—

> "It is only just that we should here record the names of Messrs. "Trever & Bragg: the first, for having had the boldness to undertake the "enterprise: the other for executing, with zeal and skill, the respective works."

Existing Railways :: According to official reports, the total length of railways in working order on 31st December, 1920, amounted to 28,555,095 metres (17,743 miles), made up as follows :—

	Metres.
Madeira-Mamoré	364,260
Tocantins	82,430
Bragança	315,752
S. Luiz a Caxias	334,352
Caxias a Cajazeiras	78,000
Central do Piauhy	26,000
Rede de Viação Cearense ...	932,494
Central Rio Grande do Norte ...	147,358
Mossoró	37,690
Great Western of Brazil Railway	1,617,017
Recife a Beberibe	9,335
Rede de Viação Bahiana ...	1,956,465
Nazareth e ramal de Amargosa ...	221,684
Santo Amaro	95,254
Ilhéos a Conquista	82,750
Victoria a Minas	590,678
Corcovado	3,824
Therezopolis	33,820
Maricá	130,472
Leopoldina Railway	2,945,825
Rezende a Bocaina	38,810
Central do Brasil	2,438,518
Rio do Ouro	127,676
Oeste de Minas	1,920,357
Rede Sul Mineira	1,374,023
Lorena a Itajubá	20,000
Morro Velho	8,000
Goyaz	234,461
Mogyana	1,688,717
S. Paulo Railway	247,312
Paulista	1,245,055
Carried forward ...	19,348,389

	Metres.
Brought forward ...	19,348,389
Sorocabana	1,709,083
Baurú a Porto Esperança ...	1,273,480
Dourado	273,368
S. Paulo Goyaz	146,000
Funilense	94,263
S. Paulo Minas	136,600
Itatibense	20,097
Norte de S. Paulo (Araraquara)	279,136
Santos a Juquiá	159,482
Ramal Ferreo Campineiro ...	41,444
Tramway de Cantareira	43,000
„ „ Santo Amaro ...	13,160
Campos do Jordão	45,820
Monte Alto	18,000
Jaboticabal...	27,200
Perùs a Pirapora	16,000
Comp. Agricola Fazenda Dumont	24,000
S. Paulo Rio Grande	1,896,642
Norte do Pará	43,397
Thereza Christina...	118,096
Tubarão a Araranguá	57,000
Santa Catharina	69,700
Rede Viação Ferrea Rio Grande do Sul...	2,252,791
Brasil Great Southern Railway...	299,467
Cruz Alta a Porto Lucena ..	75,500
Porto Alegre a Tristeza	11,980
Carlos Barbosa a Bento Gonçalves	22,000
Taquara ao Canella	40,000
Total ...	28,555,095

Concessions have been granted by the Government for the construction of additional railways, principally in the South, and projects are afoot for linking up Brazil with some of the adjoining Republics.

STEAM NAVIGATION.

Though, undoubtedly, the "Brazils" were well served by merchant vessels in the heyday of the sailing ship, it was not until 1851 that the east coast of South America was put into regular communication with Europe by means of steam navigation.

Difficulties of Early :: Transport

That this method of transport has had a great influence in the development and uniting of Brazil, is a fact which cannot be denied, but a clearer idea may perhaps be gathered of its true significance after perusal of the following extract from a work on Brazil written in 1854:

> "One of the great drawbacks hitherto experienced in administering the "government of the Brazils has been the distance of the towns and provinces from "the metropolis, Rio de Janeiro: and this has more especially applied to the northern "provinces, from Pará to Pernambuco, where, owing to the almost constant prevalence "of a northerly current, sailing vessels took a very long time in getting down the "coast: so that, in the absence of communication by land, the intelligence of "disturbances or temporary rebellion only reached the seat of government a "considerable period after the first outbreak. An extraordinary and almost incredible "instance of this occurred on the occasion of the formidable revolt of the province of "Pará, the first news of which was received at Rio de Janeiro by way of England, "sixty days after a British sailing ship had left Pará, and another re-crossed the "Atlantic, and anchored in the port of the Brazilian Capital: no ship, within all that "period, having been able to make way from Pará to Rio against the monsoon and "current and wind that prevails for a great part of the year, blowing from the Antarctic "Circle to the Equator."

Initiation of Steam Navigation

The first of the Steamship Companies to initiate a regular steamship service between Europe and Brazil was the Royal Mail Steam Packet Company. The contract was actually signed with the British Government in July, 1850, and the first steamer left Southampton, for Rio de Janeiro, in January, 1851. This boat, the "Teviot," of 1,744 tons, was one of three vessels which ran the service of mails, the other two boats on the route being the "Tay," 1,895 tons, and "Medway," 1,895 tons. The progress and development of this well-known British line is a matter of history and does not require any enlargement in a publication of this nature. The fact that "A Mala Real" has become almost a household word thoughout Brazil is sufficient evidence of the popularity of the line in that country.

The Pacific Steam Navigation Company and the Lamport and Holt Line, both affiliated now with the Royal Mail, have had a large share in the carrying trade to and from Brazil, and Messrs. Lamport and Holt, together with the "Prince" Line, have played an important part as carriers for the Coffee trade.

British :: Enterprise

The spirit of enterprise and daring experiment which has given Great Britain her present day Mercantile Marine service was not lacking in the early years of Brazilian steam navigation, and the Booth Steamship Company, which absorbed the Red Cross Line, established in 1869 by R. Singlehurst & Co., have proved themselves pioneers of no mean order in this respect. The opening up and development of the

Amazon district is undoubtedly due, to a great extent, to the services of this important line. The first of their steamers to commence the Amazon trade in 1866 was the "Augustine," 1,100 tons gross and 213 feet long. At the present time the s.s. "Hildebrand," of the same line, 7,000 tons gross, 440 feet long and with a 58-foot beam, makes Manáos its final port of call, 1,000 miles up the Amazon.

Whilst the Booth Line were maintaining direct communication between Europe and Pará, the Amazon Steam Navigation Co., registered in London in 1872, were building up a local river service from Pará to the upper reaches of the Amazon, eventually penetrating as far as Iquitos, in Peru, 2,300 miles from the mouth of the river, to which place Messrs. Booth now also run a regular service.

The Central ports of Brazil have been served regularly and well by the Harrison Line of steamers, who have been instrumental in conveying the greater part of the cotton crop from Brazil to its final destination each year.

Brazilian Lines :: According to Lloyd's List of Shipping, etc., 1921–22, there are 351 merchant steamers flying the Brazilian flag. These are classified as follows :—

				Under	500	tons	register	176	Steamers,
Of	500	tons	but	under	1,000	,,	,,	40	,,
,,	1,000	,,	,,	,,	2,000	,,	,,	62	,,
,,	2,000	,,	,,	,,	3,000	,,	,,	24	,,
,,	3,000	,,	,,	,,	4,000	,,	,,	18	,,
,,	4,000	,,	,,	,,	5,000	,,	,,	12	,,
,,	5,000	,,	,,	,,	6,000	,,	,,	6	,,
,,	6,000	,,	,,	,,	8,000	,,	,,	8	,,
,,	8,000	,,	,,	,,	10,000	,,	,,	4	,,
,,	10,000	,,	,,	,,	15,000	,,	,,	1	,,
							Total	351	Steamers.

The Lloyd Brazileiro The principal Brazilian line of steamers is undoubtedly the Lloyd Brazileiro, owners of 48 vessels, running regular services up and down the whole of the Brazilian coast and with occasional sailings to New York, and the principal ports of Europe.

Other Lines :: The next in importance of the Brazilian steamship lines is the Cia. Nacional de Navegação Costeira, owning 25 vessels, maintaining an excellent service between Rio and the Southern Ports. The Cia. Commercio e Navegação, with their 15 steamers, also run on several important routes.

BANKING AND FINANCE.

THE history of Banking in Brazil, in the early days at any rate, is embodied in the history of the Banco do Brazil, and the following details have been extracted from a review, published some years ago, in order to convey a general idea of the events which have led up to the present system in operation.

Although it can be said that there has been a " Banco do Brazil " in existence since 1808, the institution of to-day is practically the result of three predecessors, distinct in themselves.

First Bank

The idea of creating a National Bank originated with Rodrigo de Souza Coutinho, who was at that time Minister of War and Foreign Affairs, and the bank was eventually established on 12th October, 1808, for a period of 20 years, with a capital of 1,200 contos of reis in 1,200 Shares of one conto each.

It is interesting to note that the original institution was modelled on the lines of the Bank of England, though, of course, it did not embrace the whole system of the latter.

The Bank actually commenced operations on 11th December, 1809, with only 100 contos of its capital realised. In 1812, the realised capital was 126 contos, and eventually, in order to raise capital for the Bank, certain taxes were created on carriages, ships, shops, and on the purchase and sale of ships, etc. The Bank received its quota of this tax from 1813 to 1829, during which time the said quota amounted to 500 contos.

This first Bank lasted from 1809 until 1829, its capital being then 3,600 contos, with a Reserve Fund of 1,083 contos. The Law of 23rd September, 1829, which terminated the functions of the Bank and gave its Notes remaining in circulation a forced currency, originated paper money in Brazil.

Second :: Bank ::

The second Banco do Brazil was founded and its Articles of Association approved by Decree No. 801 of 2nd June, 1851, with a capital of 10,000 contos in Shares of Rs.500$000, of which amount 8,000 contos were realised.

BRAZIL.

SHEWING BRANCHES AND AGENCIES.

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RIO GRANDE DO SUL

ROSARIO

MONTEVIDEO

BUENOS AIRES

Itacoatiara

Iquitos

Cuyabá

Caxias

Therezina

Parnahyba

Camocim

Granja

Sobral

Ipú

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Floriano

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Macau

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Patos

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Victoria

Maceio

Alagôas

Penedo

Bomfim

Estancia

Feira

Cachoeira

Nazareth

Castro Alves

Jequiriça

Jequié

Ilheos

Conquista

Cannavieras

Belmonte

Caravellas

Santa Cruz

Porto Seguro

Santa Rita

Araguary

Uberaba

Barretos

Sacramento

Bello Horizonte

Ouro Preto

Victoria

Guarapary

Campos

Nictheroy

Thezouros

Jaboticabal

Bebedouro

Mocóca

Varginha

Juiz de Fora

Rio Preto

Petropolis

Jahu

Piracicaba

Baurú

Batucatu

Jundiahy

Campinas

Sorocaba

Iguape

Cananea

Itajuba

Ponta Grossa

Antonina

Paranaguá

Joinville

Rio Negro

S. Francisco de Assis

Blumenau

Itajahy

Nova Trento

Florianopolis

Tubarão

Imbituba

Laguna

Palmeira

Passo Fundo

Uruguayana

Alegrete

Cachoeira

Rosario

Caçapava

Dom Pedrito

Bagé

Lavras

Jaguarão

Pelotas

Rio Grande

Santa Leopoldina

Jaraguá

Formosa

Goyaz

Corumba

Campo Grande (Matto Grosso)

Cuyaba

Poconé

Livramento

S. Luiz de Caceres

Pedereiras

Coxim

Mirandé

Conceição

Pontal

Joazeiro

Petrolina

Juazeiro

São Francisco

Propria

Simão Dias

Villa Nova

Itabaianinha

Itabuna

Ilheos

Canavieras

Belmonte

Caravellas

Santa Cruz

Porto Seguro

Nazareth

Castro Alves

S. Antonio de Jesus

Maragogipe

Jequiriça

Jequié

Conquista

Cannavieras

Belmonte

Caravellas

Santa Cruz

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All Banks at this time had the faculty of issuing "Vales," which were, to all intents and purposes, currency notes, but which had only a local value and circulation.

Third Bank The third Banco do Brazil, formed by fusion with the Banco Commercial do Rio de Janeiro, was authorised by Decree No. 1223 of 31st August, 1853, with the right to issue Notes, its capital being 13,000 contos. The Shares were issued at a premium of ½ per cent., which produced 600 contos, but this was claimed by the Treasury "for the improvement of roads in the Capital."

Fourth Bank :: The fourth Banco do Brazil, approved by legislation in August, and by Decree No. 2970 of 9th September, 1862, was formed by fusion with the Banco Rural Hypothecario, and the Banco Commercial e Agricola, the capital being 33,000 contos, and became the only Bank of issue in the country.

Decree No. 1167 of 17th December, 1892 brought about the fusion of the new Bank with the Banco da Republica dos Estados Unidos do Brazil, the capital being 190,000 contos, to be reduced to 150,000 contos within six months. The style of this latest Bank was the Banco da Republica do Brazil.

In 1895 there was a further reconstruction and the old name of the Banco do Brazil was resumed. At the same time the Government introduced the part payment of import duties in gold.

The Present Day :: The capital of the Banco do Brazil at the present time is Rs.100,000:000$000 fully paid. The profit for the half-year ended 31st December, 1921, was given as Rs.22,023:900$000, to which had been added Rs.10,061:158$000 brought forward from the previous half-year. Rs.13,400:000$000 was placed to Reserve against Bad and Doubtful Debts, and Rs.8,155:815$000 to General Reserve Fund, leaving a balance of Rs.1,758:410$000 brought forward.

The total dividend for the year 1921 was Rs.30$000 per Share.

The Bank has now no note issue.

LONDON AND BRAZILIAN BANK, LIMITED.

Foundation It was not until the year 1862 that Foreign Banks commenced to take an active part in Brazilian trade and finance and the London and Brazilian Bank was the first to do so, having been founded in London in the spring of 1862, and opening its first Branch, at Rio de Janeiro,

a few months later. It thus occurs that the Bank has entered the 60th year of its existence concurrently with the celebrations in connection with the Brazilian Centenary.

In the year 1863 the Bank took over the Anglo-Portuguese Bank; by this means two Branches were established in Portugal, viz.: at Lisbon and Oporto, and additional Branches were opened from time to time in Brazil.

Re-Organisation and Expansion

In September, 1864, upon several private Banks having to close their doors, a grave monetary crisis and panic occurred. This crisis was the origin of certain locks-up at the Rio Branch, which eventually made it desirable to re-organise the Bank. This took place in 1871, since when very steady progress has been made, and at the present time, in addition to the Head Office in London, there are 13 Branches in Brazil, extending from Manáos in the North (1,000 miles up the Amazon) to Rio Grande do Sul in the South; two Branches in the River Plate; one in Uruguay and two Branches in Portugal, as well as establishments in Manchester, Paris and New York, say, 21 Branches in all. Further, the Bank has now Agents and Correspondents in all the leading Cities and Towns of South America.

Capital :: Increase ::

The subscribed capital upon the reconstruction of the Bank was £1,000,000, but by 1887 it was found necessary, in order to cope with the expanding business, to increase the capital to £1,250,000. The next increase took place in 1891 to £1,500,000, and in 1907 a further half-million was added, bringing up the authorised capital to £2,000,000.

From 1907 to 1912 a steady progress was maintained and in the latter year it was deemed advisable to make a further increase of capital to £2,500,000 and finally, in 1919, the amount was brought up to £3,000,000.

A Reserve Account was initiated in 1877 with a sum of £25,000, and to this account substantial amounts have been transferred from time to time until, in 1913, the figures stood at £1,300,000, *i.e.*, £50,000 in excess of the paid-up capital, which was then £1,250,000.

The capital of the Bank at the present time is £3,000,000, of which £1,500,000 is paid up, and the Reserve Fund £1,500,000.

Other :: Banks ::

There are, at the present time, over 30 different foreign banks established in Rio de Janeiro alone, representing Great Britain, France, Portugal, Italy, Belgium, the U.S.A., Canada, Germany, Japan, and the

Scandinavian countries. It must not be overlooked, however, that the pioneers of Banking in Brazil are the British Institutions.

THE NATIONAL DEBT.

According to Hadfield (" Brazil, River Plate and Falkland Islands," London, 1854), the National Debt of Brazil dates from 1824, when the Imperial Government contracted a loan of £1,000,000, 5 per cent., at the price of 75, in order to defray the expenses of the War of Independence. In the following year the Government contracted a second loan of £2,000,000, also at 5 per cent., at the price of 85, with the further advantage of a year's dividend, to provide for the expenses attendant on the suppression of the revolt in the northern provinces. Then, in consideration of the recognition of Brazilian independence by Portugal, the Brazilian Government undertook the liability of the loan of £1,500,000, 5 per cent., which the Mother Country had contracted at 87 in 1823.

In 1876 :: According to a report issued by the Minister of Finance, the total debt of Brazil, both Internal and External, at the end of the year 1876, was £73,580,890. The annual charge to the State for Sinking Fund and Interest was £3,092,630.

External Debt :: Statistics published by the " Monitor Mercantil," of Rio, in their issue of 4th May, 1921, give the following details of the position of the External Funded Debt as at 31st December, 1920:—

Loan of:—	Nominal Value. £	Net Realised. £	Outstanding on 31st Dec., 1920. £
1883	4,599,600	4,000,000	2,713,100
1888	6,297,300	6,000,000	4,173,100
1889	19,837,000	17,213,500	17,468,300
1895	7,442,000	6,000,000	6,925,900
1898 Funding	8,613,717	8,613,717	7,998,177
1901 Rescission	16,619,320	16,619,320	11,296,160
1903 Port Works ...	8,500,000	7,860,000	7,698,100
1908	4,000,000	3,840,000	1,839,400
1910	10,000,000	8,750,000	9,767,500
1911 Port Works ...	4,500,000	4,140,000	4,042,000
1911 Ceará Railway ...	2,400,000	1,992,000	2,400,000
1906–10 Lloyd Brazileiro	2,100,000	2,100,000	1,210,500
1913	11,000,000	10,670,000	11,000,000
1914 Funding	14,502,397	14,502,397	14,502,397
	£120,411,334	£112,300,934	£103,035,534

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There were also Franc Loans outstanding to the amount of Fcs. 322,249,500 contracted in connection with the construction of sundry Railways and Port Works.

Outstanding 31st Dec., 1921 :: On the 31st December, 1921, the above figures had been reduced by £104,700 owing to the redemption of bonds of 1898 funding loan and augmented by the loan of $50,000,000 raised in the United States of America.

Further Loans :: During the current year the following additional Loans have been contracted abroad, viz.:—

London £7,000,000 New York £2,000,000	7½ per cent. issued at 97 against Coffee security.
New York $25,000,000	7 per cent. issued at 96½ for Electrification of Central Railway.

Internal Debt :: The Internal Funded Debt on the 31st December, 1921, amounted to Rs. 1,347,973:300$000.

PUBLIC INCOME AND EXPENDITURE.

In 1826, the income of Brazil derived from all sources amounted to Rs. 6,042:049$, and the total expenditure was Rs. 7,199:369$. By 1836 the income had risen to Rs. 14,053:610$, as against an expenditure of Rs. 14,155:847$. Ten years later, income was returned at Rs. 25,693:664$, with a total expenditure of Rs. 24,203:872$. Later figures are as follows, at intervals of 10 years, viz.:—

	Income.	Expenditure.
1856 ...	Rs. 38,634:356$ ...	Rs. 40,242:648$
1866 ...	„ 58,523:370$ ...	„ 121,856:028$
1876 ...	„ 99,338:017$ ...	„ 126,247:098$
1886 ...	„ 125,775:722$ ...	„ 153,623:099$
1896 ...	„ 346,212:786$ ...	„ 368,921:419$
1906 ...	„ 361,255:723$ ...	„ 381,571:163$
1916 ...	„ 482,254:000$ ...	„ 716,470:000$

The income for 1920 amounted to Rs. 650,182:000$, against an expenditure of Rs. 646,444:000$.

MONETARY SYSTEM OF BRAZIL.

For practical purposes the unit of account is the Milreis, expressed thus :—Rs. 1$000, *i.e.*, one thousand reis, the par value of which is *27d.* As, however, exchange has been considerably below par for many years, calculations must necessarily be made at the rate of the day.

Values under one milreis are written thus :—

$522 = Five hundred and twenty-two reis.
$005 = Five reis.
$204 = Two hundred and four reis.

One thousand milreis is called a conto of reis. It contains a million reis, and is written thus :—Rs. 1:000$000, and at the following rates of exchange its relative value is :—

At	13*d.*	to Rs.	1$000	(one mil reis)		1	conto equals		£54	3	4
,,	12*d.*	,,	,,	1$000	,,	,,	,,	1	,,	,,	£50	0	0
,,	11*d.*	,,	,,	1$000	,,	,,	,,	1	,,	,,	£45	16	8
,,	10*d.*	,,	,,	1$000	,,	,,	,,	1	,,	,,	£41	13	4
,,	9*d.*	,,	,,	1$000	,,	,,	,,	1	,,	,,	£37	10	0
,,	8*d.*	,,	,,	1$000	,,	,,	,,	1	,,	,,	£33	6	8
,,	7*d.*	,,	,,	1$000	,,	,,	,,	1	,,	,,	£29	3	4

The Capital of a firm is generally expressed in contos of reis, thus :—Capital, Rs. 600:000$000 (Six hundred contos of reis),

say at 16*d.* = £40,000
,, 12*d.* = £30,000
,, 7*d.* = £17,500

Capital, Rs. 1,000:000$000 (One thousand contos of reis),

say at 16*d.* = £66,666 13 4
,, 12*d.* = £50,000 0 0
,, 7*d.* = £29,166 13 4

ITEMS OF INTEREST.

ALTHOUGH there are, of necessity, many additional points which could be touched upon if a more complete epitome of Brazil than the present had been undertaken, the scope of this publication will only permit of the few further items of interest dealt with below.

AVIATION.

It is only natural that the further development and improvement of aircraft will for some time to come be carried out in those countries possessing ample facilities for this class of work, but it should not be overlooked that Brazil can claim her share in the initial stages of this means of transport. The intrepid Santos Dumont will stand out as a pioneer of great daring when the full history of aviation comes to be written. Some remarkable flights have been carried out by Brazilians in their own country since the war, and it is highly probable that, in the near future, the aeroplane will prove of great value as a means of easy and rapid transport in a country where the development of roads and railways must be a question of years.

Early Efforts ::

In the "Historia do Brazil," before its separation from Portugal, written by the Visconde de Porto Seguro, and published in 1854, the following remarkable account is given of an early attempt at aerial navigation, by a Brazilian, in a machine heavier than air :—

"In the year 1709, the Padre Bartholomeu Lourenço de Gusmão (born in "São Paulo, Brazil, in 1685), brother of the celebrated politician Alexandre de "Gusmão, presented himself at court with a project of aerial navigation.

"The problem of aerial navigation is as old as humanity itself, and if the "human race do not die out, that problem will have to be solved in a satisfactory "manner; the nations will experience a real revolution, and woe to those who, "having thought the solution of the problem impossible, have not prepared "themselves to withstand the stress and shocks of that revolution.

"According to a print published some time afterwards, the prow of the "machine was after the fashion of a bird's head; the helm, of its tail and at the "sides there were wings, but these latter were only to serve as a balance. Above "the body of the machine a sail was placed almost horizontally, with the object "of utilising the wind to help to raise the machine, and bellows were also fixed

" which would be used to keep the sail distended when there was no wind. This " sail could be spread out more or less by means of ropes and pulleys, so as to " utilise the winds according as they were favourable. The machine was to be " made of thin boards which would be covered by thin sheets of iron, and these " by matting of rye-straw for the comfort of the passengers, of which the inventor " proposed to carry eleven, including the said inventor or 'Pilot.'

" But what was the power which was to move all this weight?

" This was the secret, as the author of the aerostat himself called it. " This 'secret' was enclosed in two globes of metal within the machine: there " was a magnet in them, and, on top of a wire roof, much amber. That is all " we know. Keeping in mind that many properties of electricity and magnetism " were already known, we have no hesitation in suggesting that the power on " which the inventor relied must have been electro-magnetic.

" It is very certain that even to-day, when the science of mechanics has " made so much progress, the realisation of the problem cannot be admitted save " by means of a motive force produced within the machine, whether it be electro- " magnetic, compressed air or otherwise."

A public demonstration of the machine was given by the Padre, but this, however, proved to be a terrible fiasco, and the historian finishes the story thus:—

" In his life the illustrious Paulistano, after having made his invention " public, instead of rewards, received only abuse and persecution, and was never " again left in peace until his death, which took place on the 19th November, 1723, " in Toledo, whither, with another brother, he had fled from Lisbon on 26th " September of the previous year, in order to escape from the talons of the " Inquisition."

WEIGHTS AND MEASURES.

Local :: Usage :: The Metric System is compulsory by law, but in many places up country the use of the old weights and measures is still adhered to; such as the Alqueire, Covado, Vara, Geira, Legua, Palmo, Selamin, Arroba, and many others. These vary in value according to the locality and, even in the same place, according to the destination of the commodity, *i.e.*, whether for export or home consumption. A few examples follow:—

Alqueire in Bahia equals 36·27 Litres.
Alqueire in Rio de Janeiro equals 39·99 Litres.
Braça of 10 palmos equals 2·2219 Metres.
Selamin equals 2·27 Litres.
Geira equals 400 Braças quadradas (square).
Alqueire (of Land) is stated to be variously 24,200, 34,848, and 48,400 square metres,

according to locality.

A Canáda varies from 7 Litres in Bahia, to 30 Litres in Matto Grosso.

An Arroba equals 15 Kilogrammes, which weight is always understood when the term is used.

A sack of Coffee for export is of the standard weight of 60 Kilos, or 4 Arrobas, but a "Sacca" for other goods may be of 50, 60, or 75 Kilos.

POSTAL SERVICE.

Inauguration. The first attempt to organise a Postal Service in Brazil dates back to the year 1808 and it was only in 1829 that the office of Director General of the Post Office was created and the first lines of overland and maritime mails were inaugurated.

Brazil, however, was one of the first countries to adopt the universal system of charges and postage stamps, introduced into England by Rowland Hill. This was in 1842, before France, the United States of America and Portugal had entered the International Convention.

Income and Expenditure. The Revenue of the Post Office is returned as follows, for the years indicated:—

1911	...	Rs.8,874:736$633
1912	...	9,813:920$515
1913	...	10,716:942$805
1914	...	10,214:446$765
1915	...	9,629:145$866
1916	...	10,146:108$535
1917	...	10,489:374$135
1918	...	11,046:740$523
1919	...	12,680:324$805
1920	...	15,097:548$189

In 1920 the Expenditure in connection with postal services amounted to Rs. 24,533:436$017, of which Rs. 21,999:511$984 was expended on personnel.

Telegraph Service :: The introduction of telegraphy into Brazil dates from 1852, and was due to Eusebio de Queiroz Coutinho Mattoso da Camara, at that time Minister of Justice and one of the most eminent Statesmen of the Empire. The first telegraph line, which was subterranean, was established between the Imperial Palace at São Christovão and the Ministry of War. Shortly after other lines were built to connect the various public administrations.

Land Lines :: The establishment of a tariff for use in connection with the telegraph system took place in 1860, by special regulation, but this regulation only related to inland traffic as it was not till 1874 that Brazil was put into telegraphic communication with foreign countries by the transatlantic cable.

The extent of the inland lines in 1861 was 65 kilometres.

Submarine Cables :: In 1873 the Western & Brazilian Telegraph Company laid submarine telegraph cables between Pará, Maranhão, Ceará, Pernambuco, Bahia and Rio de Janeiro, and in 1874 the lines were extended to Santos, Santa Catharina and Rio Grande do Sul.

Connections with Europe In 1874 the Brazilian Submarine Telegraph Company laid the transatlantic cable from Pernambuco to St. Vincent (Cape Verde Islands), Madeira and Lisbon, and thus Brazil was linked up with Europe.

The above Companies were merged into the present Western Telegraph Company in 1898.

BRAZILIAN TRADE.

BEFORE concluding this brief résumé of Brazil's position at the present day, some mention must be made, in general terms, of the Foreign Trade of the Country. As one of the objects of this publication is to emphasise the important bearing which the development of Brazil must have on British Trade, in the future, if the opportunity be fully understood, particular reference is made to such imports as can be readily supplied by Great Britain, and care has been taken to demonstrate the position occupied by the British Empire in connection with both the inward and outward trade of Brazil.

Imports :: The figures given below are taken from official publications of recent date, issued by the Brazilian Government.

Article.	Average 5 years 1909–13.	1918.	1919.	1920.	1921.
	Tons.	Tons.	Tons.	Tons.	Tons.
Iron and Steel...	57,090	10,379	38,413	71,202	38,659
Jute	19,273	10,030	26,018	22,027	16,136
Dyes, Perfumes, etc.	17,589	19,711	14,641	15,633	11,366
Coal	2,016,156	650,116	965,137	1,221,515	881,083
Cement	313,392	51,715	198,418	172,992	156,872
Cotton Goods	12,532	6,286	4,966	6,846	2,725
Rubber Goods	397	778	1,368	2,731	721
Iron and Steel (manufactured goods)	423,463	44,161	132,744	242,198	183,636
Woollen Goods	1,684	649	496	939	512
Linen Goods	1,783	629	306	623	237
China and Glass	23,020	7,015	8,483	13,949	6,830
Machinery Tools, etc. ...	—	23,918	43,963	73,301	59,732
Chemical products	34,460	31,418	27,203	33,949	14,816
Petrol	11,355	20,475	25,856	36,384	47,211
Salt	55,535	70,777	78,625	72,036	38,862

The total imports into Brazil from the British Empire amounted to £18,101,190 in the year 1913. For the year 1921, the total amount was £14,446,709, made up as follows:—

From the United Kingdom ...	...	£12,337,337
„ British India ...	...	837,415
„ Newfoundland ...	...	620,031
„ Canada ...	...	569,629
„ Other British possessions	...	82,297
Total ...		£14,446,709

The total imports to Brazil from all countries for the year 1921 amounted to £60,468,156.

Exports :: During the financial period 1844/5, the exports from Brazil to Great Britain and its possessions amounted to Rs. 11,306:000$ out of a total of Rs. 47,054:000$. In 1854/5 the total Brazilian Exports to all Countries came to Rs. 90,570:000$, of which Rs. 29,274:000$ went to Great Britain and possessions and, for 1863/4, the British share was Rs. 52,485:000$ of a total of Rs. 129,470:000$.

Just prior to the war, say 1913, the total exports to the British Empire were in the neighbourhood of Rs. 145,000:000$ and statistics covering the last few years give the following results:—

1918. Contos of reis.		1919. Contos of Reis.		1920. Contos of reis.		1921. Contos of reis.
155,944	...	194,906	...	168,746	...	143,336

Of these totals the United Kingdom's quota alone amounted to in £ sterling:—

1918.		1919.		1920.		1921.
£6,168,829	...	£9,483,666	...	£8,759,398	...	£4,073,912

Expansion of Trade :: In the table set out below the total Exports and Imports of Brazil are shown, at intervals of 10 years, dating back to 1851, and to a certain extent, these figures demonstrate the steady expansion which is taking place in the Foreign Trade of the Country.

Year.		Exports.		Imports.
1851	...	Rs. 67,788:000$	...	Rs. 76,918:000$
1861	...	123,171:000$	...	123,720:000$
1871	...	168,000:000$	...	162,000:000$
1881	...	230,963:000$	...	179,688:000$
1891	...	574,367:000$	...	512,100:000$
1901	...	860,827:000$	...	448,353:000$
1911	...	1,003,925:000$	...	794,716:000$

Recent Figures :: Figures of more recent date are, naturally, of greater interest to present-day merchants and traders and, therefore, trade statistics for each year since 1911 to 1921 are given below :—

Year.		Exports.		Imports.
1912	...	Rs.1,119,937:000$	...	Rs. 951,370:000$
1913	...	981,767:000$	...	1,007,496:000$
1914	...	755,747:000$	...	561,843:000$
1915	...	1,042,298:000$	...	582,096:000$
1916	...	1,136,888:000$	...	810,759:000$
1917	...	1,192,175:000$	...	837,738:000$
1918	...	1,137,100:000$	...	989,404:000$
1919	...	2,178,719:000$	...	1,334,259:000$
1920	...	1,752,411:000$	...	2,090,633:000$
1921	...	1,709,722:000$	...	1,689,839:000$

—Waterlow & Sons Limited, London Wall, London.—

London and Brazilian Bank. Brazil 1822-1922: London & Brazilian Bank Limited. Waterlow & Sons Limited, [1922]. Brazilian and Portuguese History and Culture, https://link.gale.com/apps/doc/BRTHQQ677658258/BPHC?u=yorku_main&sid=BPHC&xid=1f2b3850. Accessed 29 Oct. 2020.